

# **TRANSPORTATION DEMAND MANAGEMENT PLAN (TDMP)**

**Santa Barbara  
West Coast Farms, LLC,  
1800 W Highway 246, Buellton, CA**

*Prepared for:*

**Santa Barbara West Coast Farms**  
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# Transportation Demand Management Plan

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## 1 TDMP GOALS AND OBJECTIVES

The following Transportation Demand Management Plan (TDMP) has been prepared for the Santa Barbara West Coast Farms, LLC, cannabis cultivation farm (proposed project) located at 1800 W Highway 246, in unincorporated Santa Barbara County (County), west of the City of Buellton.

The objective of the TDMP is to provide project operational measures, and/or site design elements, that facilitate peak commute hour employee vehicle trip, and project truck-trip reduction efforts, as well as, manage the availability of parking for employees and visitors to the site.

The goal of the TDMP is to achieve and maintain project commuting patterns that minimize project-related traffic during the AM and PM peak commute hours of 7:00 – 9:00 a.m. and 4:00 – 6:00 p.m., respectively; and, ensure that project parking demand does not exceed the on-site parking supply. This will be achieved and maintained by implementing measures that:

- Create commuting patterns where employees are able to carpool to work, eliminating the need for additional vehicles on-site;
- Incorporate two work shifts, so that employees arrive and depart the site outside of the AM and PM peak commute hours; and,
- Coordinate truck delivery and distribution outside of the AM and PM peak commute hours.

The property owner will use proactive, good faith efforts to ensure that the elements of the TDMP are implemented via direct provision, contracted services (for delivery and distribution trucks), voluntary compliance (of employees), or any combination of these methods. “On-site”, by definition means that all employees, visitors, and trucks related to the proposed project are parked on the project site, not in the surrounding areas.

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## 2 TRANSPORTATION DEMAND MANAGEMENT PLAN

The following are specific components of the TDMP that will be performed by the project applicant and/or the property owner in the form of operational measures, and/or site design elements that facilitate peak commute hour employee vehicle trip, and project truck-trip reduction efforts, as well as, manage the availability of parking for employees and visitors to the site. Traffic generation and vehicle trips would be reduced by implementation of a Site Transportation Demand Management Plan, that includes ride sharing incentives and compressed work schedules for employees.

### 2.1 Measures and Elements

#### 2.1.1 *Carpooling*

Carpooling, or ridesharing, will be encouraged and made available to all employees of the proposed project. The project's Operations Director will also act as the site's Transportation Coordinator, or may appoint another employee to that role. The Transportation Coordinator shall coordinate with full-time and seasonal employees to determine potential carpooling matches based on the locations of residence for each employee.

Designated carpool drivers of high occupancy vehicles (HOVs consisting of two or more persons per vehicle) may also pick-up and drop-off employees at the transit stations in Lompoc and/or Buellton, and take them to/from the project site. The nearest bus stops are in Buellton at Buellton 2nd/Ave of the Flags (2.9 miles to the east), and Lompoc W Hwy 246 (14.7 miles to the west). These bus stops are serviced by The Breeze Bus, through Routes 100 and 200 with access to/from Santa Maria, Vandenberg Air Force Base, Lompoc, Los Alamos, Buellton, and Solvang. The Breeze Route 100 has a stop at Mission Plaza in Lompoc and has weekday service starting at 5:45 a.m., and ending at 6:15 p.m. On Saturdays, service starts at 9:00 a.m. and ends at 6:42 p.m. The Breeze Route 200 has a stop at 2<sup>nd</sup> Street/Avenue of the Flags in Buellton and has weekday service starting at 5:35 a.m., and ending at 7:13 p.m. On Saturdays, service starts at 8:30 a.m. and ends at 6:15 p.m.

A registration system, in which employees may register their interest and requirements for participating in a carpool, or pick-up/drop-off to/from transit center, will also be established by the Transportation Coordinator. The property owner will provide a permanent Transportation Information Bulletin Board on site that would be convenient for all employees to access. The Transportation Information Bulletin Board shall be placed in a visible area to employees such as a break room or lunch/meal eating area. The display will include ride matching information, transportation resource contacts, transportation benefits offered at the site, and other TDMP information.

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## **3 Incentives**

Financial and non-financial trip reduction incentives that the project applicant and/or the property owner will provide to employees may include the following.

### ***3.1 Preferential Parking***

Preferential parking for HOVs (e.g., carpools and rideshares with two persons or more per vehicle) will be designated on-site. The Transportation Coordinator will determine the actual number of parking spaces to be made available for HOV parking based on interest from employees. However, at a minimum, there will be two (2) spaces designated for HOV parking at all times. HOV parking in these spaces will be registered, monitored and enforced.

### ***3.2 Transit Payment***

The project applicant and/or property owner will provide incentives to use alternatives to driving alone. These incentives will include a transit subsidy provided to employees who use public transportation to the commute to or from the site. This subsidy shall be at least 50 percent of the cost for an adult peak period transit pass or equivalent, and shall be offered to all employees. To receive this subsidy, employees will be required to sign an affidavit of transit usage and provide their validated transit pass.

### **3.3 Promotion**

At least once a year, and individually as new employees arrive, the Transportation Coordinator will distribute trip option information including, but not limited to, on-site carpooling information and The Breeze transit/commuter information packets. The project applicant/property owner will also hold a special Transportation Event annually to increase awareness of available programs and commuting alternatives.

### **3.4 Measurement**

Measurements of TDMP activities shall be administered by the Transportation Coordinator and conducted at least once annually, during peak and non-peak seasons. Measurements will start as soon as the project is operational. Measurement is to include the number of parking stalls utilized; number of employees that have vehicles and how many are parking on site; and, a log of worker shifts and worker attendance for part-time, and seasonal employees.